

Recommendation 1.10. Facilitate and support development of regional and national trail routes through the District of Columbia. DDOT and other agencies should support the DC sections of the following regional trails (see Map 6. Regional and National Trail Map).

- Two East Coast Greenway routes through the District: 1) Along the Metropolitan Branch Trail and Anacostia River Trail and 2) through the National Mall.
- Three Potomac Heritage National Scenic Trail routes: 1) Along the Potomac River waterfront, 2) through the historic waterfront settlements, and 3) along the Ft. Circle Parks route (along portions of this route hiking and bicycling paths will follow different alignments).
- American Discovery Trail: along the C and O Canal, Rock Creek Trail and DC streets.



Recommendation 1.11. Establish bicycling as a preferred mode of transportation in the National Mall area.

DDOT should work with NPS to increase the convenience and visibility of bicycling in the National Mall area. Designating space for bicyclists is a vital component of this effort. The existing trails on the north and south side of the Mall should be upgraded and maintained. They

will allow faster-moving bicyclists to travel on the edge of the mall and avoid central areas that have slower-moving pedestrians. These parallel trails should be complemented by other high-quality bike facilities that connect tourist destinations in the Mall area and connect the Mall to the downtown business district, the Kennedy Center, and to surrounding neighborhoods. Important connections in the Mall area also include:

- Trail and road crossing improvements around each side of the Tidal Basin (between the Mall and the Southwest Waterfront and between the Mall and Hains Point).
- Improved connections from the Rock Creek Trail and National Mall trails to the Memorial and 14th Street bridges.



Bicycling is already popular on the National Mall.

DDOT should work with NPS to designate major bicycle routes in the Mall area with distinctive signs and pavement markings. The signs are essential for helping direct residents and tourists to destinations in the Mall area and identifying through-routes. They can also serve to advertise bicycling as a useful mode of transportation. Additional bike parking is also needed on the Mall. Increasing bicycling in the Mall area would extend the distance tourists could travel,

allowing them to visit more sites and to access more historic and diverse neighborhoods of the District.

Recommendation 1.12. Evaluate and improve sites of high concentrations of bicycle crashes.

DDOT should use its report on bicycle crashes in the District to select crash evaluation sites. Seventeen intersections had four or more bicycle crashes during the three-year crash analysis period. DDOT should choose one or two locations per year to evaluate, starting with the following (see Map 7. Bicycle Crash Locations Map):

- 17th Street and K Street
- 14th Street and Columbia Road
- 14th Street and L Street
- 13th Street and G Street
- 16th Street and L Street
- 18th Street and Kalorama Road
- 19th Street and L Street
- 19th Street and M Street
- 20th and Massachusetts Avenue
- Pennsylvania Avenue and 20th Street
- 13th Street and I Street
- 17th Street and I Street
- 18th Street and California Street
- 22nd Street and M Street
- Calvert Street and Wisconsin Avenue
- Connecticut Avenue and T Street
- Georgia Avenue and Newton Place

This list of intersections should be revised and reprioritized periodically as locations are improved, intersection audits are completed, and crash reports are analyzed.

Recommendation 1.13. Improve bicycle access through complex intersections.

The District should improve bicycle access at complex intersections, such as traffic circles and six-way intersections. While all intersections should be safe and convenient for bicyclists, the following intersections have complicated traffic

patterns and are key locations on the Bicycle Route Network:

- DuPont Circle, NW
- Ward Circle, NW
- Washington Circle, NW
- New York Avenue intersections with Florida Avenue, Montana Avenue, and Bladensburg Road, NE
- L'Enfant Square, SE (the intersection of Pennsylvania and Minnesota Avenues)

Recommendation 1.14. Provide bike access through barrier areas.

DDOT should provide safe and convenient bike connections through areas that are barriers to cyclists. Barriers include freeways, railroad and highway grade separations, neighborhoods with heavy traffic, and other impediments to bicycle travel. Several institutions in the District are not open to public traffic. There may be opportunities to provide important bikeway connections through some of these institutions if and when they undergo change. DDOT should concentrate on the following barrier areas (see Map 8. Barrier Areas to Bicycling Map):

Corridors

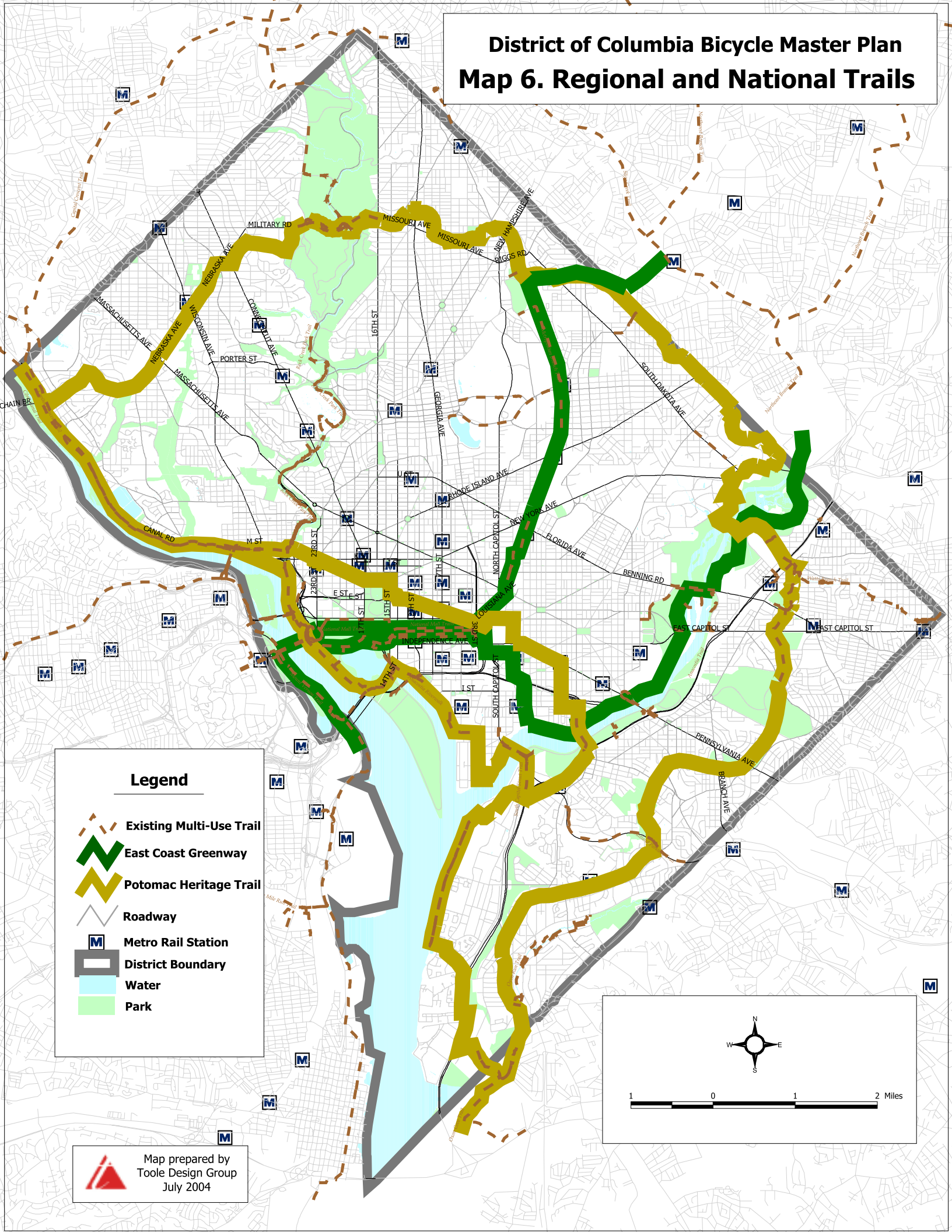
- Anacostia Freeway and Railroad Corridor
- South Capitol Street Corridor
- I-395 Corridor
- Southwest Waterfront Corridor (from I-395 to M Street, SW)

Areas

- Kennedy Center
- Washington Hospital Center
- New York Avenue/New Jersey Avenue/Interstate 395 Tunnel
- Columbia Heights Metro Station
- Cleveland Park Metro Station
- Minnesota Avenue Metro Station
- Benning Road Metro Station
- Fort Totten Metro Station
- Anacostia Metro Station
- Lincoln Memorial
- L'Enfant Plaza
- Union Station/Columbus Circle area

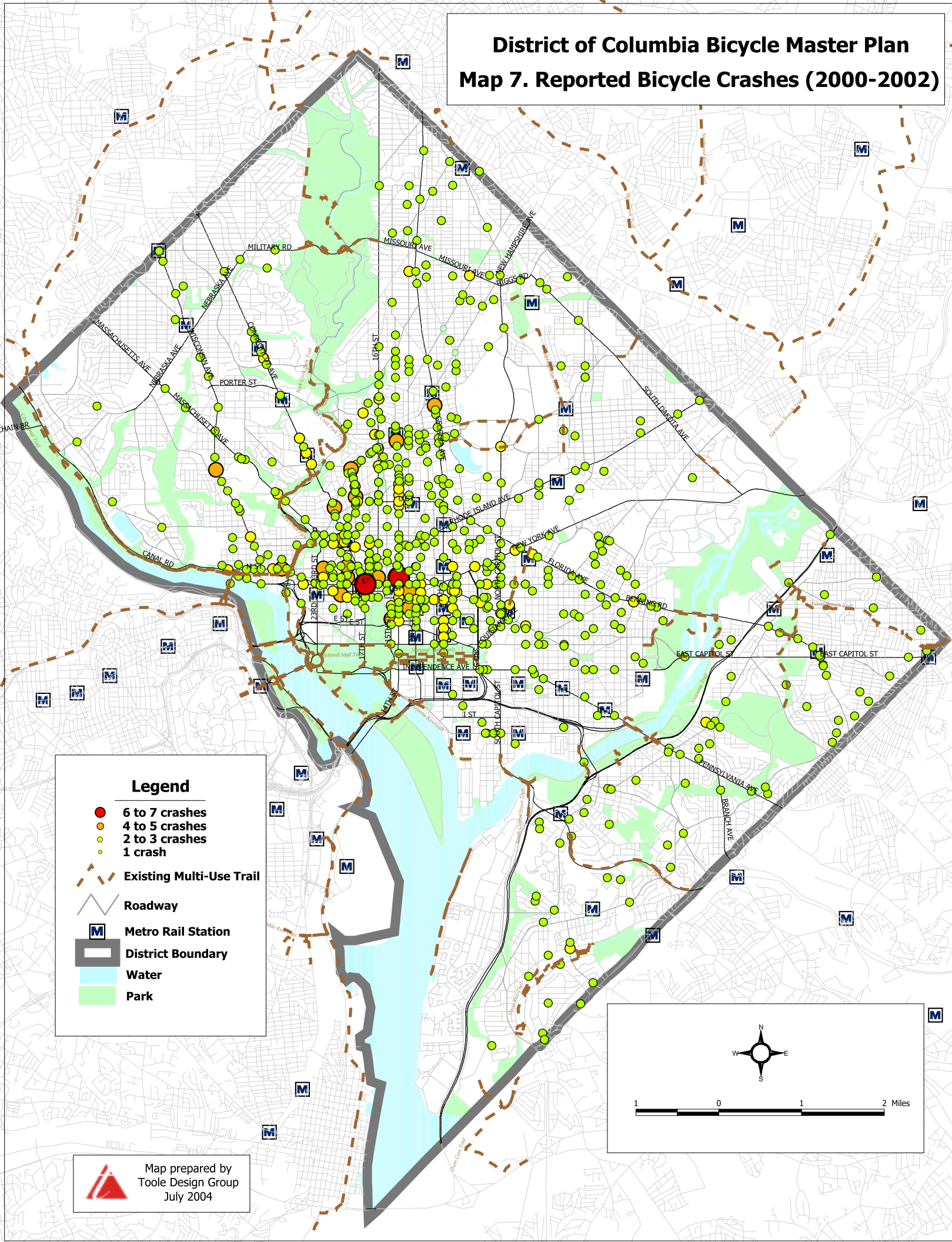
District of Columbia Bicycle Master Plan

Map 6. Regional and National Trails



District of Columbia Bicycle Master Plan

Map 7. Reported Bicycle Crashes (2000-2002)



Map prepared by
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District of Columbia Bicycle Master Plan

Map 8. Barrier Areas to Bicycling

